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AMERICAN JOCKEY CLUB.

Sixth and Last Day of the Spring Meeting at Jerome Park.

A Brilliant Day and a Large Crowd in Attendance.

The Seenes by the Road Side, at the Club House and the Drive to the Course.

The Dust and the Heat and the Determination of the Spectators.

A JOCKEY BADLY INJURED.

FIVE CAPITAL RACES.

Count D'Orsay the Winner of the Weatherby Stakes, Stockwood of the Free Handicap. Sanford of the Mile Dash Selling Race, Vespucius of the Mile and Three-Quarter Selling Race and Duffy of the Steeple-Chase.

The Spring meeting of 1873 of the American Jeckey Club came to a close yesterday with a brillancy that its most enthusiastic admirers had hardly dared to realize. There were many drawdared to realize. There were many drawbacks this year that went a great way towards detracting from the general interest usually held in the races at this American Derby of ours; but somehow Jerome Park from birth, it seems, was destined to make a large place in the world, and gainst the inevitable no one can, even if he has the privilege, dare to stand. THE DAY.

Prom the time the sun "in all his glory," as the novelists have it, began to shed his brilliant rays beneath" the roads and avenues leading to Jerome Park were crowded with all sorts of equipages. The trains the Harlem road—the special trains, the regplar trains and the excursion trains-were all alike crowded, and crowded in such a way that no ne who sought comfort or contentment could meibly realize the true idea of what comfort really is. Still, everybody seemed happy The temperature was barbarously hot, the air fairly snapped with its hidden explosives; yet all day long, till after noontide, the stream of carriages up Jerome avenue was incessant. The aveme, it is true, is long and broad; it is just now lined with trees, tresh and glowing in blooming age, and the birds from morn to night make rusic amid the deep green fields that serve as an outer frame to its dry outline; and so those of us who daily sigh for country life and country enoyments imagine that a drive to the races at the american Jockey resort is all that can be wished or. But there are two sides to every question. One may plod along quite comfortably in life amid all the scenes that harrow the mind—that make the sensitive soul recoil in horror; and yet when one is introduced into a new scene of life, which promises all that is enjoyment and delectation, and finds nothing but disappointment, there can be but one result, and that is a feeling of despair that no words can express. Such must have been the realization of any newcomer on his way to

JEROME PARK YESTERDAY. can deny but that the Club which gives life to the annual races there is wealthy and that it deserves well of the public, but it must be consecause of the dusty roads that lead to it, and which a dozen shower-carts could have trausformed into roads of blissful travelling in the work of ten minutes every hour. But the roads are, after all, the city property, and the club is not altogether to blame, although it does seem as though it might have made good use of its potent insuence with all mankind in general in the city who wended their way to the Park, eager to witness the races, had started from their downtown habitations. However, as between the Club and the naughty city authorities, who ought to have done their duty, we have no disgute. The fact remains the same that the roads from Macomb's Dam upward were in a horrible condition. The dust was fully a foot thick on the street level, and fine and flimsy as down of the first quality. Though all day long the carriages of

THE UPPER TEN went up to stay, and the immbering coaches of the lower one hundred went up to deliver their cargo of human freight to order and return and go back so long as the tariff made the drivers content, yet there was no room for perspective. One might as well have been coming or going in a battle, where the smoke of the strife outrivalled the thunder clouds in obscurity, as to have at tempted to go to the races vesterday and exchanged recognition with friends of "Auld Lang Syne" or otherwise. The fact is, the road to and from the course all day was a suffocating enormity. Every one who started out with fresh linen from home found himself in dismally flithy attire when he arrived at the Park, and even though he may have been compelled for decency sake to give himself up to the servants of the Airi-can order at the gate for the brief space of five minutes for

sake to give himself up to the servants of the Airican order at the gate for the brief space of five minutes for

A GOOD BRUSHING DOWN

Be could not but feel as he went upon the grand stand that he was learfully and wonderfully out of place, and that all the grand ladles about him must have fallen, frocked, ribboned, furbelowed and daintily fringed straight from the blue etheral sky overhead. And yet, mothwithstanding the clouds of dust that blocked the way to and from the Park, the roads that lead to it from the city and from the country longed not for the old lavorite echo of the dog eart and the drag. The aristocrat dared to soil his saining broadcloth in his high seat, with his pretty companions in dainty over-linens on the back seats, for the sake of attending the closing scenes of the Spring meeting; and the man who claims no aristocratic place in society or elsewhere, he of the daily work by sweat or brow, also went on his way, and rode, against all tailor consequences, after his choking beast that dragged his little family to a scene that they had anticipated for months—all despiteful of the dust that blinded, the breeze that drove it in clouds that worried drivers and sickened every one who strove to fight along the

THE PATHWAY ON FOOt.

When the course was reached it presented all its usual glories. The day was, over head, all that could be desired. The sun was not too hot, nor were the gusts of wind that every now and then rushed down from the neighboring hill tops too uncomfortable even for the select few nobles from Swede land, lately arrived, who had got themselves into a good position near the pool tents. It was a matter of regret, it is true, that no amount of official sprinkling could allay the ire of the dust king, who, not withstanding all that could be done, made the well-raked earth on the track rise in frolic and scatter fisell in filmsy clouds all over the grand stand from noon till late in the darksome davime; yet when the hour had arrived for the races to begin the result of the day th

when the hour had arrived for the races to begin there was found

AN IMMENSE CROWD IN ATTENDANCE.

From the Club House the array of vehicles to be seen, to the right and to the left, inside the course and outside of it, would have excited the admiration of Xerxes himself. They were crowded everywhere and in all positions. Behind the Club House the stylish equipages of the members of the club were ranged in stately row as if on parade, one after the other, each with its particular guardian at the horses' head, looking for all the world as though his life depended upon keeping his eyes on the horse he guarded alone, no matter how the complexion of affairs might grow on the course below. Then there was, bebind the grand stand and to the front of it an assemblage of vehicles of the hired and there was, bebind the grand stand and to the front of it an assemblage of vehicles of the hired and borrowed order that was innumerable. Even the old staid policeman, who acts as a sort of centurion for every unfiedged stranger, who dares, licket in hand, to venture on the course, declared that he had never seen anything like it before since the race between Baasett and Monarchist. In fact there was scarcely

stand relisionsly behind a given line at the gateway, and do their best to get a customer whose horse was in need of iodder and whose owner's coat was in need of during. The crowd indeed was immense. The lower story of the grand stand was adorned with a gathering of the lair sex that was as tashiomable in every respect as the most exacting in manners and styles could desire. House trees the most exacting in manners and styles could desire. House trees the most exacting in manners and styles could desire. House trees the most exacting in manners and styles could desire. House trees the most exacting the space was seized upon long before the frace began, and when the bell finally tolled out that the sport of the day was to begin the green everywhere about the House was swarming with the fashionables. The privileged few on the Club bluf and the hundreds who paid for the pleasure of witnessing the sports of the day were not the only ones who, by their presence, aided in making the general scene a most exciting one, for the hills outside of the sacred limits all about the course were black with eager sightseers of both sexes. Even the great trees in the deep woods to the south of the course held their quots of anxious spectators, and by the time the races began it is safe to say that Jerome Park had never witnessed.

The crowd that was on the ground was a good-humored crowd, and when it sympathies carried list surplus funds save with them and a race it cheered wildly, and when list sympathies carried list surplus funds way with them and a race in a surplus funds way with them and a race in a surplus funds way with them and a race in a surplus funds way with them and a race in a surplus funds way with them and a race in a surplus funds way with them and a race in a surplus funds with the surplus funds with the surplus funds of the presence of the surplus funds of the presence of the surplus funds of the presence of the surplus funds in the green and all went on as merrily as a marriage bell. It must have been surplus

THE BACING.

The track had been sprinkled during the previous night and early yesterday morning, but with all the pains that had been taken to moisten it and keep down the dust, there were times during the such force that everything was enveloped in clouds of impalpable yellow powder. The track was in fine racing order and good time was made in every race except the last. There were but three events on the card, yet five very interesting races came off. In the original schedule of the races a three-mile dash for a purse was inserted, but when the time of closing arrived on Friday afternoon there were not entries enough to make the race, and two other ones were improvised, which were not

inserted on the cards.

The first race was for the Weatherby Stakes for three year olds, with penalties for the owners of the Belmont and Ladies Stakes, but as neither of these fortunate horses were entered for this stake out of the thirty-two entries five good ones came to the post. These were Mr. Belmont's two colts Count D'Orsay and Silk Stockings, Mr. Gimstead's colt Crockford, Hunter Traver's, imported colt Strachino and Mr. Littell's colt Fellowcraft. Crockford was a great favorite over the others, and the betting around the course away from the pool box and the Paris Mutuals was Crockford against the field at even money. In the pools he for second choice in the last few pools sold. Count D'Orsay beat the favorite, and so did strachino, and we were not surprised at the result, as we discovered that Count D'Orsay was a superior racehorse in the Belmont Stakes, running second to Springbok, and it will be remembered that Strachino was third. Nothing was known about Crockford as a weight-carrier or a distance horse. He had been tried at mile heats, with 90 lbs. up, but in the Weatherby Stakes he had to carry 110 lbs., which seems a crusher for many a good western colt. D'Orsay, Strachino and Fellowcraft had been through the ordeal with weight, and at only a furlong less than the race yesterday, and they were found competent for the task, and we wondered at the state of the odds when the pool selling began. The lesson the Southern and Western men got on Saliie Watson in the race for the Ladies' Stakes should not have been forgotten. Saliie Watson had not been tried, neither had Crockford, with weight and distance, and they were both beaten. They are both first class racehorses not withitstanding, and will win many a race; but they had to succumb to the best horses in the North, which was their misfortune to meet before they were properly acclimated. Count D'Orsay will be in the Jersey Derby with Springbok, Tom Bowling and the other good ones, and we predict that in will be in the front ranks. Crockford is a fine, large, racing-like colt, and rasembles his sire very much. Mr. Belimont's winnings of the Weatuerby Stakes amounted to \$4.700.

The second race was a free handicap sweepstakes of \$25 each, with \$500 added. Six accepted the weights. These were D. J. Bannatyne's chestnath horse Stockwood, five years old, carrying 100 lbs.; Buckley & Tully's bay colt Buckden, four years old, 100 lbs.; A. Belmont's chestnath filly Woodbine, four years old, 100 lbs.; R. W. Waiden's grey colt Brennus, four years old, 28 lbs.; M. A. Littell's bay colt by Jerome Edgar, three years old, 78 lbs., and Carroll & Coar's bay filly The Nurse, three years old, 71 lbs. Woodbine was a great favorite, selling in the pool for more than the others put together, while the winner of the race, Stockwood, had ten to one against him. Buckden was second and Woodbine third.

The third event was a selling race for a purse, with the usual allowances, which are detailed below; one mile. Five horses started. These were Joseph Donahue's chestnut horse Sankord, Hunter & Traver's chestnut horse Sankord, Hunter & Traver's chestnut horse Sankord, W. R. B carry 110 lbs., which seems a crusher for many a good western colt. D'Orsay, Strachino and Fellowerait had been through the ordeal with

THE WEATHERBY STAKES, for three-year-olds; \$200 entrance, half forfeit, with \$1,000 added; the winner of the Belmont Stakes to carry 7 bs. extra, of the Ladies' Stakes 5 bs. extra; one mile and

The Second Race.

FREE HANDICAP SWEEPSTAKES of \$25 each, if not declared out, with \$500 added, the second horse to receive \$125 out of the stakes; one mile and a quarter.

The Third Race.

Sanford took the lead, Quits second, Wine Sap third, Liverpool fourth, Gerald fifth. Going around the turn Saniord led half a length, Quits second, two lengths almost of Gerald, who was three lengths in advance of Liverpool, the latter two lengths in front of Wine Sap. At the quarter pole Sanford led two lengths, Quits second, one length in front of Gerald, who was three lengths ahead of Liverpool, Wine Sap fith. There was no change of place all the way around, and when the horses entered the homestretch it was evident that old Sanford had the race in nand. He gailoped home an easy winner by two lengths, Quits second, ten lengths in advance of Gerald, Liverpool fourth, Wine Sap fith. Time, 1:46½.

The Fourth Race.

Pusse \$600, for all ages: entrance money to sec-

PURSE \$600, for all ages; entrance money to second horse; the winner if to oe sold for \$1,500 to carry weight for age; if for \$1,000 allowed 4 lbs.; if for \$600 12 lbs.; one mile and

if for \$750 7 lbs.; if for \$500 12 lbs.; one mile at three quarters.

D. D. Withers' ch. h. Vespucius, by Planet, dam Columbia, aged, \$500, 104 lbs. (Halloway... Rice & McCormack's b. f. Bessie Lee, by Hun-ter's Lexington, dam Chorister, 4 years old, \$750, 98 lbs. (Mahoney).

D. Buckley's ch. m. chickabiddy, by Australian, dam Kate Hayes, aged, \$500, 101 lbs. (Har-

dam Kate Hayes, aged, \$500, 101 lbs. (Harmone).

R. W. Waiden's g. g. Brennus, by Lightning, dam Brenna, 4 years, \$500, 93 lbs. (C. Thomas) J. Donahue's ch. h. Sanford, by Uncle Vic, dam Dolly Carter, aged, \$500, 104 lbs. (Donahue). W. R. Babcock's b. h. Conductor, by Australian, dam Nettie Viley, 6 years old, \$500, 104 lbs. (W. Lakeland).

J. Boughrum's bik. g. Gerald, by Mickey Free, dam Rosette, aged, \$500, 101 lbs. (Hankerson). Time, 3:17.

rider of Sorrel Dan, gave the horse a preliminary galiop to warm aim up for the work before him. He started around the upper turn, but before he reached the quarter pole it was evident that the reached the quarter pole it was evident that the stark. Clark took a strong pull on Sorrel Dan, and, luting his head, the horse went over the hurdle, but not without hitting it and knocking it nearly over. Sorrel Dan the dashed around the hill and on to the lower turn, and it was not antil he reached the three-quarter pole that he stopped. Clark then turned him around and walked him back to near the hurdle under the blud, when the rider arain started him his a galiop, and, bringing the horse to the burdle, and the stopped. Clark then turned him around and walked him back to near the hurdle was the stopped of it down. Sorrel Dan Booke more thoused aymptoms of running away, and Clark sent him down the fractional track where there was another hurdle; but as he approached this at full speed Clark could not get the horse's head up, and he dashed into the hurdle, striking it hard and failing heavily to the ground, throwing Clark over his head and failing on him. Clark was insensible when taken up, and, altaough it was announced to the multitude that he was not seriously loquired, we noticed that he had to be chried off the grounds by eight policemen. Others were brought up of the fing, closely followed by Durty, George West third, Village Blacksmith fourth, Victor fifth. They then and the foot of the fractional track, and there jumped a lence into the hourt field, lochlei showing the way, closely followed by Durty, Victor third, Blacksmith fourth, Witstoffith, They chried around the leid and then they jumped a hurdle at the foot of the bluff, Locnier and Durfy leaping over the hurdle logether, a short distance in Iront of Blacksmith, and they then passed into the south of the stark. This threw the Blacksmith billed and then in they jumped a fence, and company to the water, Durfy second, Victor third, flity yards be hind, they

of the Grand Stand, Lochiel came in and passed under the wire.

And thus ended the Spring meeting of the American Jockey Club. A more successful meeting has never been held at Jerome Park.

The horses will now move to Monmouth Park and get in readiness for the racing, which commences there on the Fourth of July, when the gates will be thrown open free to all.

HORSE TROTTING IN INDIANA.

NEW ALBANY, June 21, 1873. A meeting of the Trotting Park Association, re cently organized in this city, will be held, com-mencing on the 26th inst. The directors, in addition to a purse for the best time made on the track, offer liberal premiums to exhibitors of blooded stock. The track is exactly one mile in length.
Good stabling is provided on the ground, and the
Association is determined to make it the best course
in the West. The owners of several noted Western
horses have announced that they will be present
with their horses.

The Rescuing Vessel Ready for Sea. Never was any vessel fitted out for duty with more promptness .than the United States steamer object projected by the government the greatest zeal and activity were displayed on board. With the exception of two guns all the armament was removed, and the rapidity with which she was coaled and provisioned for the cruise is worthy of coaled and provisioned for the cruise is worthy of note, taking into account the circumscentry temperament of the Navy Yard officers. Despite the cramining of the coal bunkers and the crowding of the deck with bags the Juniata looks as trim as possible under the circumstances. Mr. Moses H. Grinnell visited the vessel on Friday afternoon and presented Commander Braine with some admirable charts of the region where the Juniata is bound. They are considered very serviceable, some of them having been used to advantage by well known and distinguished explorers. The pilot of the Juniata is Captain James M. Buddington, the uncle of the present commander of the Polaris, Stephen O. Buddington. It was stated some time ago, in connection with the rescue of Captain Tyson and party, that Captain Stephen O. Buddington was the person who rescued the abandoned British ship Resolute, in Davis Stratts, sent out in search of the remains of Sir John Franklin, the fact being that the hero of the occasion was the present pilot of the Juniata, who, then on a whaling voyage, convoyed her to New London. Yesterday afternoon Commander Braine proceeded with the Juniata to the usual anchorage off the Battery, and will probably leave for his destination to-morrow morning.

A TEN DOLLAR CREDIT MOBILIERISM IN NEWARK.

The Board of Excise in Newark has a ten dollar Crédit Mobilier case, and is trying to emulate Congress in its treatment thereof. . It is alleged, and supported by several affidavits, that a member of the Board, James E. Collerd, demanded \$10 from the Board, James E. Coilerd, demanded \$10 from a saloon keeper named John Madden to "put through" a license for him. An investigation was had and affidavits to this effect submitted. Collerd was present and admitted the fact of having agreed to "put through" the license, but denies having received the money. His friends claimed that he would have done perfectly right even in accepting the money. Other members stoutly maintained that by his own confession he was guilty of a criminal offence. But so far the Board has done nothing definitely in the matter.

THE HOBOKEN FERRYBOATS.

The ferry company have at length commenced running four boats during the busy hours of the day between Barclay street and Hoboken. A boat eaves each side regularly every ten minutes the want of this improvement has been felt for a long time. A still further improvement is sadly needed in the conduct of one of the deck hands. He was employed about six months ago, and has rendered himself obnoxious to some passengers by personally insulting them. The travelling public care little to resent it, but it is, nevertheless, disagreeable to be treated roughly by such a person.

AN ATTEMPT AT SUICIDE.

Michael Lynch jumped into the river, off the dock foot of Hudson avenue, Brooklyn, yesterday after-noon. His object was to terminate his existence. The attempt was frustrated by the opportune arrival of Patrolman Bedell, who fished Lynch out and conveyed him to his home, No. 25 Little street. The rash man, who is sixty-five years of age, has a wife but no family. He stated that he could not work and did not desire to prolong his stay in life.

FALL OF A DEBRICK.

Yesterday afternoon the derrick on the Elevated Railroad at the corner of Thirty-lourth street and Ninth avenue fell, breaking the left leg and right shoulder blade of James Moylan, surveyor of the road, and the left leg of John F. Schroder, who was passing at the time.

SAD DROWNING ACCIDENT IN NEWARK

Edward Hosmer and a number of other young men went out rowing on the Passaic on Friday night. A steamer struck their boat, and Hosmer in his fright jumped overboard and was drowned. He leaves a newly married wife. The body was re-covered jesterday morning.

CANOEING IN THE BAY.

REGATTA OF THE NEW YORK CANOE CLUB

The Chip and "Crew" Win by Three Minutes and a Half.

Three Canoes Capsize-Remarks on Canoc Sailing in General.

The June regatta of the New York Canoe Club was sailed restorday afternoon in Sayonne Say, and the prize, a silver cup valued at about \$100, beating the Royer by 3 minutes and 33 seconds.

The sport of canoeing, which has taken such a firm hold upon American favor, bids fair to acquire a popularity equal to yachting and rowing. It would seem to be, by some strange coincidence, the especial favorite of the young newspaper men of New York, for among the original entries for the race of yesterday were three editorial writers on the metropolitan press. During the present season it is understood that several prominent members of the Canoe Club will make voyages o greater or less length upon our American rivers, ARE CANORS ADAPTED FOR SAILING ?

London barrister, who, leaving the dingy corridors of the Temple, found genuine amusement and comand Palestine. The present regatta seemed only to demonstrate that the sport had been in this instance taken out of its legitimate and natural channel; for, out of seven boats started only three weathered the fresh Summer breeze of yesterday. It is very true that if one wants to calculate to certainty on a capsize, the canoe under about seventy-five square feet of canvas is probably the most fashionable method; but for "safety, speed and comfort" such a craft is not to be recommended by any one who has ever seen or sailed a canoe. They are too narrow to be com fortable and too small to admit of one's being sociable. While as safe as a whale-boat under sail. Sailing a canoe is to the occupant of the crait a delightfully "haphazard" amusement, but it is very doubtful whether it is an interesting sight to any one else to see more than half the boats swamp before the race is half completed. There is A FEELING OF UNSATISFIED EXPECTATIONS

which arises in the mind of every witness of such a race. It certainly is a very imposing sight to see a graceful canoe, with all its fine lines and varnished deck, gradually settle over on its side, and finally have its delicately "scissored" sails in the water, but it is doub!ful whether such an exhibition has half the charm or awakens half as much life and enthusiasm as the catastrophes which often came to the sailors of yawis and cat-boats, by which they capsized like a flash of lightning, tossing men and ballast first into the air and then into the water. Toere was something "stirring" about such a scene, and none knew this fact better than the boating men at Bayonne. There was

JUST ENOUGH DANGER in such an adventure to make it relished alike by the participants and the spectators. To the mind, then, of every true canoeist, the man who yesterday deserved the most credit as being a thorough lover of his sport was the "crew" who, after the capsize of his craft, not only declined assistance. but "righted" his boat and completed the course. That was canoeing! For he who ventures into a

that was canoeing! For he who ventures into a canoe with the amount of canvas which is now spread should be, if anything, more experienced in the method of treating emergencies than in the manner of controlling his craft.

THE TRUE SPHERE OF CANOEING.

The canoe is a beautiful craft—handsome as a rosewood cofin—but it is a mooted question whether it was ever designed for a said "against time" or a scrub race through the rough waters of large bays. It is not with a view to opposing new leatures in boating that the present system of canoe regattas is thus referred to; but it is confidently believed that the true enjoyment of the sport both in the development of muscle and the securing of that mental relaxation, which agreeable manual exercise is supposed to bring, that a more general use of the puddle is urged. Mr. MacGregor, the father of the sport, as well as Mr. Basen Powell, his successor, found great pleasure in their voyages in the Rob Roy and Nautilus, very little portions of which were made under sail. Paddling is much less tiresome than rowing, for the canoeist sits upright and works his arms only. If canoeing is to be a sport which is even in a small degree to supplant rowing it must possess conditions admitting of a GOOD MUSCULAR DEVELOPMENT.

What is wanted in a canoe race is variety. The English canoeists recognize this. Their regattas consist of a mile under sail, a drag or carry over

Dossess conditions admitting of a GOOD MUSCULAR DEVELOPMENT.

What is wanted in a canoe race is variety. The English canoeists recognize this. Their regattas consist of a mile under sail, a drag or carry over on land of perhaps one hundred feet, and a mile under paddle, in which the canoeist must capsige and right his craft. This is something like what is expected of that amphibious creature who calls himself a canoeist. But a contest in which half the craft unromantically tip over is not for the enthusiastic class of sportsmen. If sailing is wanted, either give more beam, less canvas or deeper keel to the canoe. As every one knows who has passed a day in a canoe, the craft is only comfortable when paddling or sailing free. It is not pleasant to sleep in or greatly enjoyable to sit far out on the deck when the canoe is on ner beam. It is very pleasant to talk of "crowding a canoe in a gale of wind," but those who have tried this know that it would be very poor sport were there not a party of admiring friends looking on at the time. If one is in search of a sait water bath, why go to the trouble of taking a canoe?

The day was all that could have been desired. The steamer Thomas Kiley. Captain Sullivan, which had been engaged by the Regatta Committee, under the conduct the guests over the course, left the Whitehall wharf at one o'clock, and, after calling at quarntine landing, took up a position in Bayonne Bay, of the lide Hour Hotel. The little steamer Gertrude, which was occupied by the Regatta Committee, judges and newspaper men, preceded the Thomas Kiley, and speedily laid out the course and arranged the, markboats. The stranged the first sind gentlemen, and all on board see end to enjoy the invigorating breezes of "ine bay and the bright sunlight on the water, Several prominent yachtsmen were among the party, and seemed to enjoy the invigorating breezes of "ine bay and the bright sunlight on the water. Several prominent yachtsmen were among the party, and seemed to enjoy the invigorating breezes of "ine bay

Dome mires.		
	Length.	
Name.	Feet.	Creir.
Gertrade		N. L. Roosevelt.
Walrus	15,10	G. L. Morse.
Gretchen	13.6	Mont schuyler.
Chip	14	John E. Roosevelt
Titania	14.6	F. L. Smith.
Sardine		
Rover		C. G. Didricksen.
CONTRACTOR STREET, STR		*****

Rover. 13 C. R. Stebbins.
Rover. 14 C. G. Didricksen.
This was the cause of some disappointment, but all were yet nopeful of a jolly alternoon's sport.

The course was formed by stationing three boats at the point of an acute angied triangle, the two longest sides of which were about one mile in length. The course was to be sailed over twice, equalling more than four miles for the entire race. The prize was a silver cup, presented by Commodore Schuyler, valued at about one hundred dollars, and to be awarded to the first boat according to the rules of time allowance adopted by the Club. The signal for preparation was sounded from the judge's boat about five minutes of four o'clock. The start was to be a flying one, and the signal for the start was sounded at one minute past lour o'clock. The Gertrude was the first to get off and crossed the line at 4h. 2m. 46s., followed by the Gretchen ten seconds later. The Titania, Chip, Rover, Sardine and Wairus followed at intervals of a lew minutes. After passing the first boat the Gretchen carried away her jib, and although she proceeded some distance further and did remarkably good saining, Mr. Schuyler, her "crew," was lorced to abandon the race. This was very generally regretced, as the Gretchen was a general lavorite, having won at the regatta last lail. At 4:12 the Wairus, unfortunate as on a former occasion, capsized, and Mr. Morse was rescued from a watery grave by the steamer Gertrude. On the run to the second stakeboat the Chip rapidly took the lead, and soon widened the breach to more than a quarter of a mile. This success was to be a stributed to the large square-headed dandy which

the Chip carried. The Gertrude and Titania held well together, but the latter finally shook her au-tagonist. The Rover and Sardine hung back for a time, their sailing masters not apparently having them well in hand.

them well in hand.

was rounded in the following order:—Chip, Titania, Gertrade, Rover and Sardine, after completing two and a bair miles. The Chip passed the last stakeboat before reaching the homestretch, lending the Titania by about two minutes, and the Rover was close upon the latter. At 4:30, however, as the Titania was pressing every ince of canvas into service, close hauled, in final struggle, she capsized, then partly righted and sank, with crew and bailast.

The race was taen practically ended, the Chip casily winning, and the Rover, the only other craft still under sail, coming in second. The Chip was declared to be the winner, by 3 minutes and 33 seconds. As the Rover had to allow time to the Chip no calculations were made.

THE COMPLETE TIME TABLE

YACHTING.

The Schooner Yachts of the New York Vacht club in a Brush Down the Bay. The prospect of a lively sail round the New York Yacht Club regatta course in the mouth of June is tions of Jerome Park races or any other land lub-berly sport, and yesterday morning the fresh our street corners, induced a large number of yachtsmen to board the one P. M. Staten Island ferryboat en roufe for their yachts lying off Quar-

tacitly understood that the schooler yachts would take a sail over the New York Yacht Club course and test their respective merits, provided there

The yachts were all to go in cruising trim, with their guns and anchors on board and their boats to davits. On the way down Rear Commodors Kingsland agreed to fire two gans, the first at two P. M., as a preparatory notice, and the second at five minutes past two P. M. as the signal to weigh

anchor and start. Some of the yachtsmen got off at Quarantine and the others took the worth of their money by leaving the ferryboat at the third landing. When the preparatory signal was fired at two P. M. none of the yachts, excepting, per-haps, the Idler and Rambler, were ready, and the Magic looked as if she were HORS DE COMBAT,

with her headgear carried away and her dying jib-boom floating in the water. Mr. Rufus Hatch had given orders to his captain to be in readiness to start at two P. M., but when he arrived on board his yacht he found her in a condition suggestive of hospital for repairs. Mr. Hatch was equal to the emergency, and a mild discussion with his captain resulted in the latter going on shore instanter and all hands being engaged in clearing away the

wreck.

When the starting signal was fired from the Alarm the Idler got away deverly with her boom to port, and in company with the Hambler, which had crept up along the

Airm the ldier got away cleverly with her boom to port, and in company with the Rambler, which had crept up along the Long Island smore.

The Alarm started shortly afterwards, and the Madeleine kindly waited to keep company with the Magic, which was still off Quarantine on the sick list. At half-past two the Magic got under way, and, under mainsail, loresail and jib, bore away for the Long Island shore, with her boom to starboard. The Madeleine finally came down close alongside and both yachts started on their course about forty-two minutes past two. The Madeleine held the weather position, under mainsail, foresail, forestaysail, jib and jib topsail, and the Magic only carried the three lower sails, as her jib tosail, stay and other head gear had unfortunately been torn away during her attack on the Restless, under the command of the interesting captain who had been sent on shore. The extra head sail on the Madeleine soon began to tell, and she slowly crept ahead, following in the track of the Alarm. The breeze was still fresh from the west-northwest, and the yachts slipped through the water at a lively gail.

The Rambler and lidler went on out towards the Lightship, and the Alarm, Madeleine and Magic, after turning the Southwest Spit, trimmed down and beat back towards home. There was a pleasant working breeze, and the sail back was highly enjoyable. The Madeleine came back and anchored off Hoboken, and the Magic brought too of the Battery. Another race of a similar kind is proposed for next Saturday, and it will doubtless prove a very interesting event if the yachts succeed in getting of together.

Tom's River Vacht Club Regatta. The annual regatta of the Tom's River (N. J. Yacht Club, Commodore Robbins, took place on the 19th instant, on Barnegat Bay, and was witnessed by a very large assemblage of spectators, Governor Joel Parker being of the number. The course was twenty miles to and around a stakeboat anchored off Cedar Creek, and repeat. The weather was very favorable and a fresh wind prevailed from southeast by south. Ten yachts came to the line at the signal and got away in excellent order. The prizes were first, second and third class, and the judges were H. C. Guick, O. B. Cook and D. S. Williams. The first prize was the champion silver cup, to be held subject to challenge at any time within three months; second prize a silver watch; third prize, a set of silver spoons.

The following is the time of salling over the by a very large assemblage of spectators, Gover

Spoons.

The following is the time of sailing over the course by the competing yachts:—

Facht.

Charry Hooper Captain Grant.

Signature of Sailing over the Captain Grant.

Signature of Sailing over the Sailing

The first prize was awarded to the Vapor on time allowance; Charty Hooper, second prize; Ruby,

Vachting Notes. The schooner yacht Wanderer, N.Y.Y.C., Mr. Louis Lorillard, was sold a few days ago for \$25,000. The schooner yacht Phantom, N.Y.Y.C., Mr. Wil-

The schooner yacht Phantom, N.Y.Y.C., Mr. William Osgood, is being fitted out at New London:

Mr. William Osgood, is being fitted out at New London:

When will probably arrive in New York about the 1st of July.

The schooner yacht America was sold fast Priday at the Naval Academy and realized \$5,00. as public auction. There was only one bid.

The schooner yacht Magic ran into the schooner yacht Restless yesterday at noon. The collision resulted in the loss of the Magic's head gear and flying jibboom, and carried away the mainboom of the Restless.

The following yachts passed Whitestone yesterday:

Steam yacht Julia, N.Y.Y.C., Mr. Smith, from New York, bound east.

Steam yacht Julia, N.Y.Y.C., Mr. Smith, from New York, bound east. Steam yacht Wave, N.Y.Y.C., Mr. Harley, from New York, also bound eastward on a cruise. Yacht Foam (schooner), N.Y.Y.C., Mr. Homans, from the eastward for New York.

MR. EMERSON AT HOME.

CONCORD, Mass., June 21, 1873. Mr. Emerson, having become regularly domiciled in his new home and rested after his Atlantic voyage, received such of his neighbors as desired t call. This afternoon, between four and six o'clock a large number of ladies and gentlemen called, and a large number of ladies and gentlemen called, and were cordially received by Mr. and Mrs. Emerson and the daughter who accompanied him to Egypt, Judge Hoar and tamity, Frederic Hudson and all the townspeople were present. Mr. Emerson is very grateful to his iriends for the work of love in repairing and improving his beloved home, and congratulates himself that he lost but a single book from his library, but that being manuscript is irreparable.

. FIRST WARD ROW.

There are two rival organizations in the First ward, called respectively the Frankin Association and the First Ward Coterie. Each of them have and the First Ward Coterie. Each of them have club rooms and give balls and picnics every year. The most bitter rivalry and jealousy exists between them, and last year they had many bloody encounters, in which several of the members of each organization were severely injured. On Thursday night twenty-five or thirty of the Franklin Association organized themselves into a storming party and proceeded in a body to the rooms of the First Ward Coterie, corner of Morris and West streets. As soon as they entered the place a desperate fight ensued, and clubs, pistols and sinng-shots were used freely. The object of the assailants seemed to be principally to break as much of the furniture and destroy as much property as possible. In the midst of the melée John McGowan, of No. 10 Morris street, was shot in the thigh by Michael Finn, ris street, was shot in the thigh by Michael Finn of 22 West street. McGowan was carried to the hospital, and Finn was subsequently arrested by Officer Connors, of the First precinct. He was arraigned before Judge Hogan, at the Tombs Police Court, yesterday and fully committed in \$1,000 bat to answer.